

CENTRAL INTELLIGENCE AGENCY

-2-

h. Garages and automobile repair shop, 60 x 20 x 20 feet.

i. Boilerhouse, 160 x 80 x 33 feet, two stories. On 3rd floor, a depot. Brick smokestack 100 feet high (common with foundry).

k. Storage for aircraft engines.

3. Former German field air park, re-erected by Soviets in 1945, as repair plant for aircraft engines.

25X1X

4. [REDACTED] Grinding crank shafts and cylinder liners of 12-cylinder V-in-line engines and 6-cylinder radial engines. Grinding machines for crank shafts and cylinder lines coming from the USA. In the Autumn of 1945, German machine tools arrived from Germany; they had been dismantled in the FOCKE-WULF Plant.

5. No railroad sidings.

6. Electric current from RIGA.

7. Premises enclosed by stone walls.

8. Guarded by the Soviet Air Force.

SOURCE

25X1X

9. Location:

About 7½ miles west of the Duena River, the town district of RIGA, Slokas iela 52 (see sketch). The plant area is surrounded by dwellings. RIGA Castle was on the opposite bank of the river, northeast of the plant.

10. Area: 1,000 x 1,300 feet, 10 buildings.

11. The plant was an old factory dating from the Latvian period and was used by the Focke-Wulf Werke during the German occupation.

12. Labor:

Five hundred persons, mostly men, about 100 of them soldiers of the Soviet Air Force.

13. Machines:

Some machines, (crane installations) came from the Focke-Wulf Werke. The cylinder grinding machines and lathes often showed considerable signs of wear. The degree of efficiency was 50 percent at best. Nevertheless the workers called this plant the most modern installation in the Soviet Union.

14. Production:

Source could not judge the maximum output of the plant, but knew that 3 to 10 aircraft engines were taken apart each day, and that every other day a turbine engine left the plant.

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25X1A

CENTRAL INTELLIGENCE AGENCY

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a. Method of operation: Some of the engines came from the RIGA Main Airdrome (about two miles to the north). They were dismantled. The parts were sent to a gasoline cleaning room and later rinsed in a hot-water bath. The cylinder liners and bearing bushes were re-gaged; in contrast with the usual repairing methods in other places, they were not re-bored but newly chromium-plated. The chrome-plating process generally took two to four hours (depending on the thickness of the required layer of chromium). Afterwards the engines (12-cylinder V-engines of US or Soviet origin) were re-assembled and sent to the test stand at the airdrome (about eight engines were rejected each month). The rejected engines later had to undergo the same treatment again. After completion the engines were packed and shipped by railroad to an undetermined destination.

b. Within the plant area approximately 600 engines (most of them war-time engines needing repair) were lying about. Judging from [REDACTED] source thought they were "M 105" and "M 34" types; but was not sure.

15. In a special workshop, where PWs were not admitted, turbine engines were tested. There was a test stand and a cross-section model of a Junkers turbine jet engine fitted with a 2-cylinder two-stroke engine for the starting in the air suction canal.

16. There were no railroad sidings.

SOURCE III
25X1C

September 1945 to June 1947

17. The plant area, located on Sloka Street (see sketch), was 1,000 x 500 feet.
18. There were four smokestacks.
19. Sidings were also there.

Comment:

a. The aircraft engines plant in RIGA is probably the former barracks installation of the former Latvian tank regiment which extended between Luenamunde-Street (in sketch called Sloka Street) west of it. The location corresponds to position A indicated in the sketch. This is where the German front repair plant mentioned in the report was situated during the war.

b. The equipment and the activity of the plant indicate that it is a repair plant of the Soviet Air Force. The statements on the repairing methods, daily output and the types of engines seem to be credible. The indication that both American original engines and turbo-jet units came in, also agrees with the air OB of the Baltic MB at that time.

1 Annex: Aircraft Engine Plant in RIGA.

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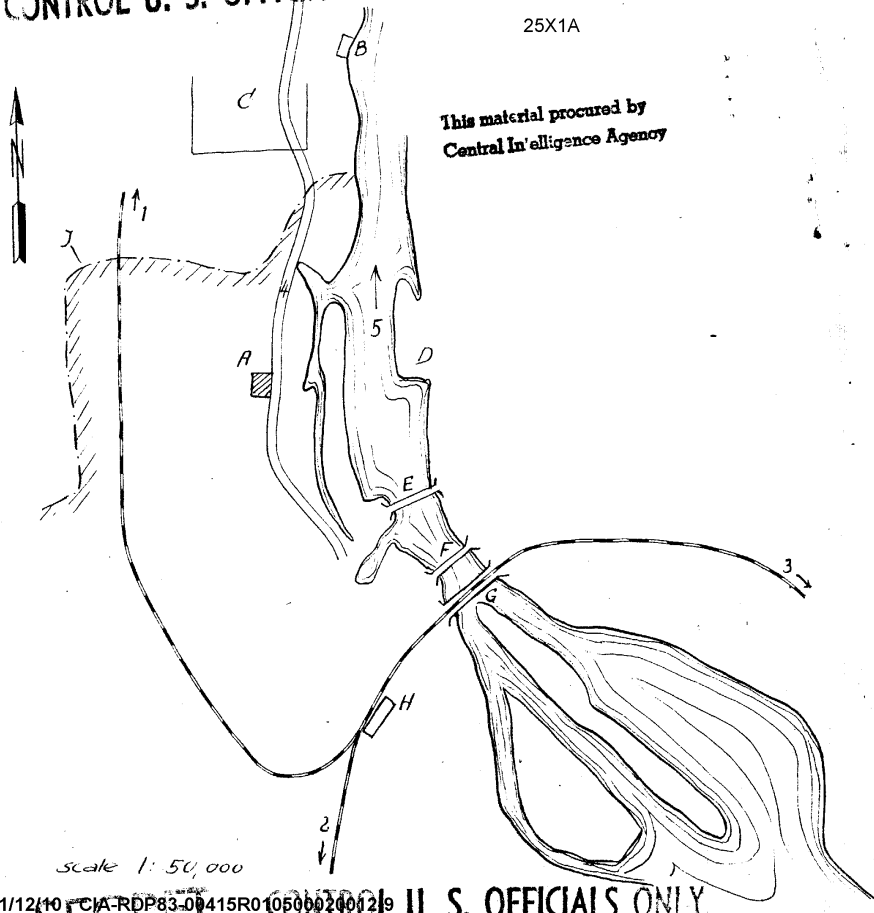
Annex to (Air) Rpt. No.

Approved For Release 2001/12/10 : CIA-RDP83-00415R010500020012-9

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25X1A

- A Aircraft engine shop
- B Cement works
- C Airfield
- D May Park
- E New wooden bridge
- F Pontoon bridge
- G Railroad bridge
- H Large railroad marshalling yard
- I Outskirts of RIGA
- 1 Railroad to DUEHAMUENDE
- 2 Railroad to MITAU
- 3 Railroad to VANYELCAVA
- 4 Slokas Yela leads to the north across the airfield. The indicated reference points were stated by all of the three PWs



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